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SCHEDULE 16 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO16**.

GAFFNEY STREET PRECINCT - 14-22 GAFFNEY STREET, COBURG NORTH

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Design Objectives

- To sensitively manage interface issues between new development and established areas.
- To encourage the creation of a high quality public realm with pedestrian friendly environment and a hierarchy of streets with active street frontages along Gaffney Street and the Upfield Bike Path.
- To promote buildings of high architectural quality and visual interest to the street.
- To ensure new development has flexible floor spaces that can sustain a variety of business operations and residential accommodation where appropriate.
- To ensure that development addresses and provides passive surveillance to Gaffney Street, the Upfield Bike Path, communal open spaces and primary internal streets.
- To ensure new development protects and enhances the Upfield Bike Path.
- To ensure traffic and public transport related impacts are considered and mitigated as appropriate.
- To ensure new development provides noise attenuation measures where required.
- To ensure that development incorporates best practice environmentally sustainable design initiatives.
- To establish convenient, safe and efficient movements and connections within the development and to the existing street network and transport opportunities.
- To ensure that development incorporates best practice accessible design features to meet the access needs of all sectors of the community.
- To provide high quality internal amenity for occupants including access to good natural light to all habitable rooms.

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Application requirements

An application for development or subdivision of the subject site must include, as appropriate, the following information to the satisfaction of the Responsible Authority:

- An urban context report including site context plan and design response.
- A written statement that demonstrates how the proposed development achieves the design objectives and buildings and works requirements of this schedule.
- An Environmentally Sustainable Design Management Plan (EMP) prepared by a suitably qualified environmental engineer or equivalent that demonstrates how the development provides for best practice environmentally sustainable design.
- An Acoustic Engineering Report prepared by a suitably qualified person demonstrating the use of suitable materials and building treatments to ensure internal noise levels are satisfactory.

- A Circulation and Movement Plan prepared by a suitably qualified person demonstrating the internal road hierarchy including primary and secondary roads and areas to be accessed by loading and building services, vehicles, pedestrians and cyclists.
- An Accessibility Report prepared by a suitably qualified person detailing how the development will incorporate adaptable, accessible and visitable design features, in accordance with *Australian Standard 4299-1995: Adaptable Housing*.

3.0 Permit Requirements

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A permit is required to construct a fence.

4.0 Buildings and Works

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Heights and Setbacks

Where maximum preferred building heights are not specified, building heights should not exceed 25.2 metres in height.

Gaffney Street interface

- A maximum height of 20 metres only is permitted for buildings fronting Gaffney Street that incorporates, in accordance with Figure 1 below:
 - A zero lot line podium with a maximum height of 14 metres, that supports active frontages to Gaffney Street; and
 - Built form above podium height that is set back a minimum of 5 metres.

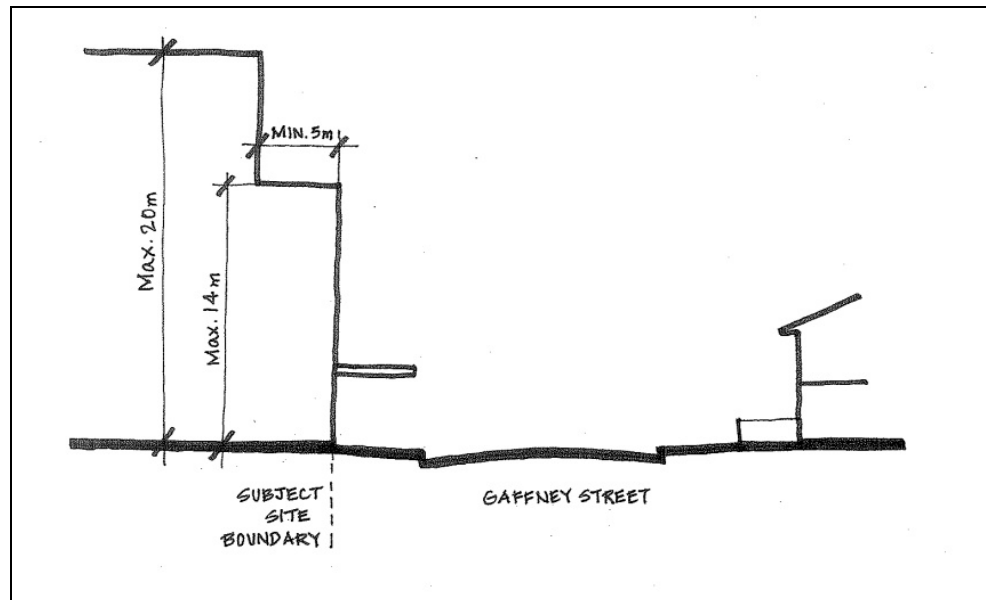


Figure 1. Gaffney Street interface

Upfield rail corridor interface

- Buildings that have an interface with the Upfield railway corridor should respond to the rail line in accordance with figure 2 below.

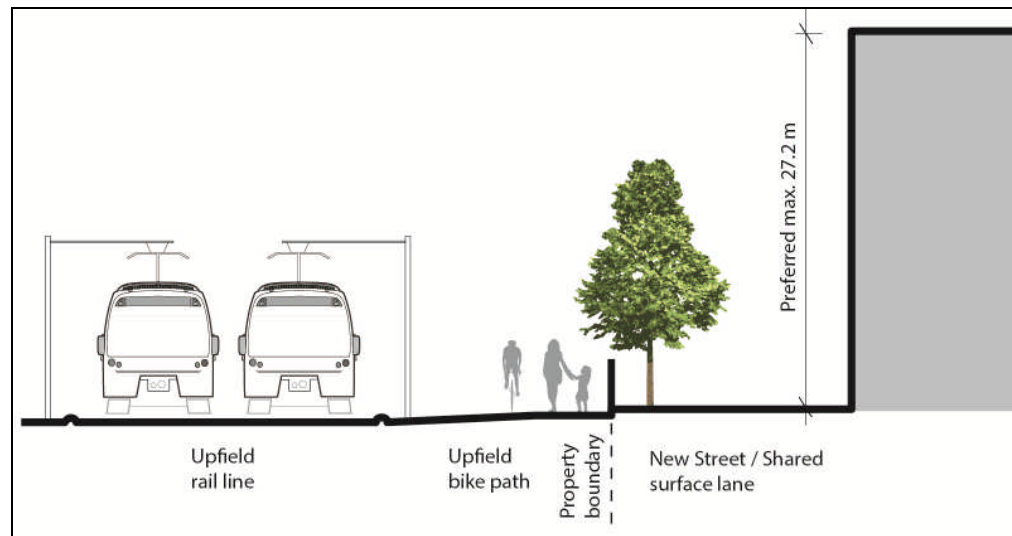


Figure 2. Upfield rail corridor interface

- Buildings (excluding the boundary fence, road and landscaping furniture) that have an interface with the Upfield railway corridor must be set back no less than 10 metres from the centre line of the existing eastern railway track.
- Visual and functional connection of new development with Batman Station and the Upfield Bike Path should be provided to facilitate activation of this interface.
- Built form that creates an interesting skyline at the interface with the Upfield rail corridor.

North and east site interfaces with Residential 1 Zone land

- Buildings that have interfaces with residential properties at the north and east site boundaries should provide building setbacks in accordance with Figures 10 and 11 of the *Urban Design Framework, 14-22 Gaffney Street Coburg North*.

Design and Articulation

- Development should be appropriately articulated and modulated and provide visual interest through glazing and variation in materials and textures.
- Development along all existing and new primary road frontages and communal open spaces should be designed to ensure activation with all levels providing a high degree of passive surveillance of adjacent public areas.
- Avoid high fencing, where provided high fencing must be visually permeable.
- Buildings fronting Gaffney Street must provide:
 - Built scale appropriate to the street and proximity of pedestrians.
 - Windows facing Gaffney Street of at least 80% of the width of any commercial premises.
 - Maximise the number of entries to any ground floor residential dwellings.

- Clear glazing to street frontages.
 - Facade design that incorporates lighting to add to a sense of security at night.
 - The provision of roller doors is not encouraged.
 - Visually permeable or transparent security grilles, which are encouraged to be internally mounted.
 - A suitable interface with the adjacent existing bus stop on Gaffney Street having regard to any proposed road upgrades, to the satisfaction of the Public Transport Development Authority and Roads Corporation.
- Loading facilities and building services should not be located on existing or new primary road frontages, unless they can be visually integrated into the site.
 - Vehicle ingress and egress to individual dwellings should not be located on existing or new primary road frontages.
 - Development should minimise blank walls, large service areas, continuous garage doors and dense planting at ground level street frontages.
 - Development incorporating ten or more dwellings must be designed to incorporate adaptable, accessible and visitable design features.
 - Development is encouraged to incorporate public art that celebrates the cultural heritage significance of the area.
 - Main entries and lobby spaces should be legible from the street frontage with good physical and visual connections to the street.
 - Development should be designed to provide passive surveillance of primary and secondary streets and courtyards including through the orientation of balconies and openings of habitable rooms.

Integrated development

- Where development is staged, each stage of the development should be integrated with the previous stage and where appropriate provide opportunity for integration with future adjacent stages.

Landscaping and public realm

- Development should ensure appropriate street tree planting, landscape concepts and street furniture are provided along all accessways and pedestrian links.
- Canopies along Gaffney Street must not preclude street tree planting.

Noise attenuation

- Building and works must be sited and designed to incorporate noise attenuation measures to minimise railway noise levels or other external noise sources within a development: This may be achieved by:
 - Providing adequate soundproofing where noise levels are expected to exceed ambient levels.
 - Using noise resistant materials and construction methods.
- Noise attenuation measures should be taken into account when designing external courtyard, balcony and recreation areas and other sensitive amenity areas.

- Noise attenuation measures must be integrated with appropriate urban design outcomes to achieve articulated diverse facades and active frontages.

Movement and Access

- Any development must include the creation of an accessway on the western boundary of the property to provide an interface with the railway line, provide street planting opportunities and incorporate or provide upgrades to the existing Upfield Bike Path.
- Any development must seek to protect and enhance the Upfield Bike Path to improve pedestrian amenity, bicycle access and the active movement network.
- Development should provide for the connection of new roads and laneways to the existing roads and laneways, to create a highly permeable and accessible environment.
- Primary vehicular access to the site must be provided from Gaffney Street.
- Development must provide for a pedestrian link between the south-west corner of the site adjacent to the Upfield Bike Path / Batman Train Station and the laneway in the north-east corner of the site connecting to Sydney Road.
- Roads and laneways must make appropriate provision for vehicular traffic, safe pedestrian access for all, bicycles and street tree landscaping.
- Where practicable, redevelopment of the site should provide shared zones for pedestrians, cyclists and vehicles.

Environmentally sustainable design

- Any development on the site must incorporate environmental sustainable design measures in the areas of energy efficiency, greenhouse gas emissions, integrated water management, natural ventilation, storm water reduction and management, solar access, orientation, transport, waste reduction/management and construction materials selection.
- Development must provide an overall road layout that maximizes the opportunity for solar efficient lot layouts and building orientation within the site and that does not compromise the existing passive solar access of existing dwellings surrounding the site.

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Subdivision

Any application to subdivide land must include a Plan of Subdivision showing roads, pedestrian links and any public open space.

An application to subdivide land that will impact on achieving the objectives of the Design and Development Overlay or would prejudice the implementation of the Integrated Transport Plan, as required in the Section 173 Agreement registered on title, will not be supported.

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Decision guidelines

Before deciding on an application, the Responsible Authority must consider as appropriate:

- The design objectives of this schedule.
- The *Urban Design Framework, 14-22 Gaffney Street Coburg North*.
- The architectural quality and innovative response of the buildings.
- The contribution the design makes to the urban design, walkability, bicycle access, permeability and streetscape appearance of the area.

- Whether the development incorporates appropriate noise attenuation measures to minimise railway noise levels or other relevant external noise sources within the development having regard to the proposed use of the land.
- The overall environmental sustainability performance of development.
- Whether the proposed development implements the outcomes outlined in the Integrated Transport Plan.
- Whether the proposed development provides the works that are required to the public transport and road networks in the vicinity of the site to mitigate against the impacts arising from the development of the site.
- The views of the Public Transport Development Authority and Roads Corporation.

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Reference Documents

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Urban Design Framework, 14-22 Gaffney Street Coburg North, David Lock Associates, June 2013.

Draft Moreland Higher Density Design Code, Moreland City Council, June 2012.

Moreland Industrial Land Use Strategy, Hansen Partnership, National Economics, August 2004.

14-22 Gaffney Street, Coburg: Rezoning Application, Traffic and Car Parking Impact Assessment Report, Traffix Group, January 2012.